

# BookletChart<sup>TM</sup>

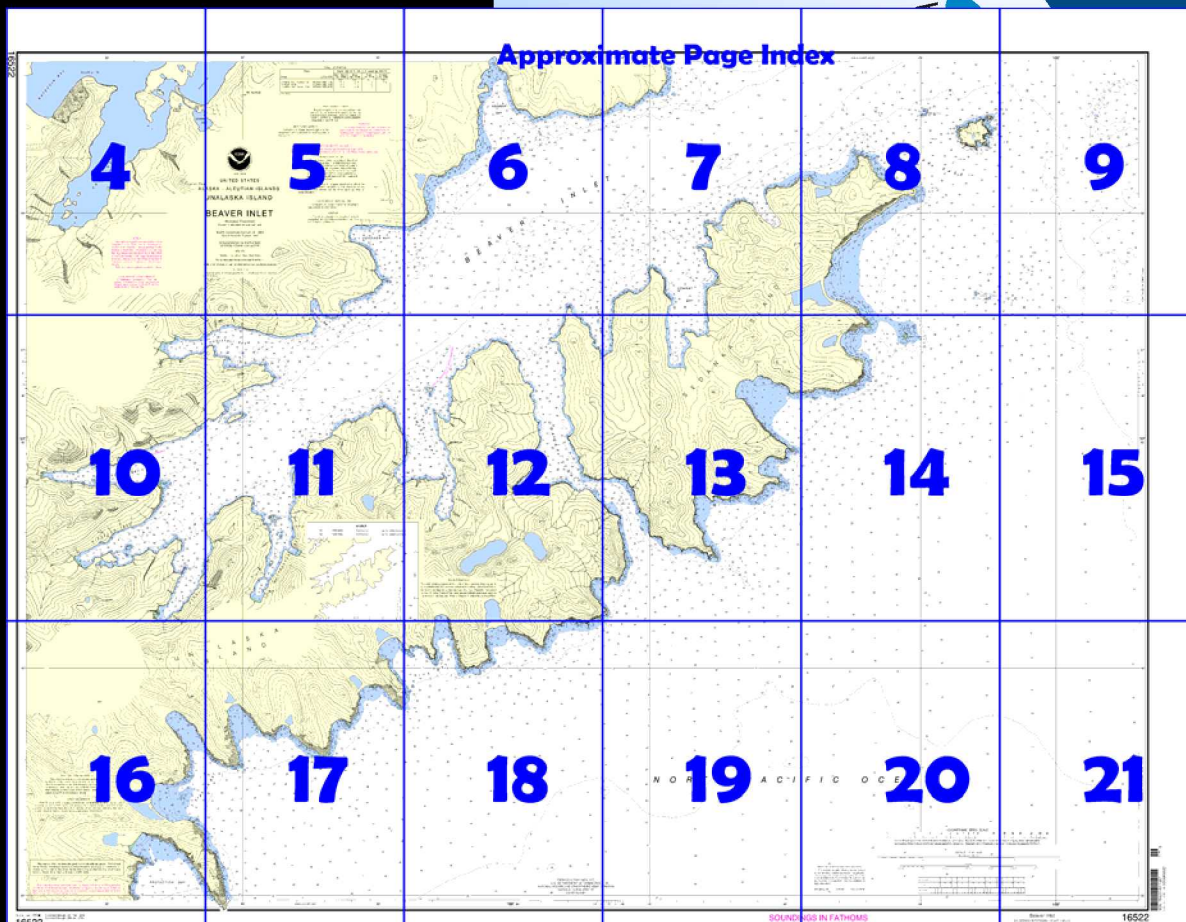
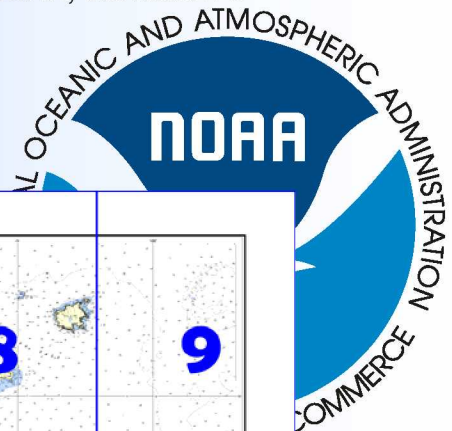
## Beaver Inlet

(NOAA Chart 16522)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

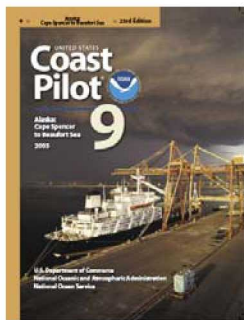
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 9, Chapter 7 excerpts]

(367) **Sedanka Pass** separates Egg Island and Old Man Rocks from Sedanka Island. It is about 1.5 miles wide and has depths of 30 to 40 fathoms. The Sedanka Island shore should be given a berth of 0.5 mile. Strong currents with rips are experienced occasionally around Cape Sedanka and just S of Old Man Rocks. (370) When navigating on soundings in thick weather this bank and the characteristic deep water afford an opportunity to check a vessel's position. The navigator in finding his

way on soundings to the bank must guard against the mischance of nearing Egg Island; the shoaling of the depths in doing so may mislead him in assuming that he is approaching the bank. A definite knowledge from soundings taken regularly along the course from seaward is necessary to avoid this error.

(374) **Udagak Strait**, between Sedanka and Unalaska Islands, provides a direct passage from the Pacific Ocean to Beaver Inlet. Foul ground extends 300 yards from the W shore of the strait at the entrance, but a midchannel course clears this ground. The narrows at the halfway point in Udagak Strait have a width of 0.25 mile, and the channel is slightly over 0.1 mile wide in a depth over 10 fathoms.

(375) The current velocity is about 2 knots on the flood and about 1 knot on the ebb. At the S entrance of the strait and through the narrows the flood sets from the Pacific.

(376) The strait has good water throughout. However, in the narrows, which run E and W, the channel turns around a (377) **Udagak Bay**, an indentation in the W shore of Udagak Strait, affords anchorage in 12 to 19 fathoms, sand and mud bottom, about 0.3 to 0.4 mile from the head of the bay. Small boats may anchor in 6 to 10 fathoms, mud bottom, farther toward the head. The bay affords good protection in any weather.

(378) Light tide rips were frequently observed in the area off the mouth of Udagak Bay, sometimes they extended well into the bay. These rips usually occurred when the wind was contrary to the current. Numerous swirls were also encountered in the same area at all times when the currents were more than 1 knot.

(379) **Beaver Inlet** has its entrance between Brundage Head and Cape Sedanka and extends 17 miles SW into the E end of Unalaska Island. It has an average width of about 3 miles in its outer reaches, narrowing to about 1.6 miles near its head. The deep water in the bay extends E between Unalga and Egg Islands, making access to the inlet comparatively easy for a vessel equipped with echo sounding apparatus. Local magnetic disturbance

(381) Differences of as much as 4° from the normal variation have been observed on Round Island and as much as 3° on the N shore of Erskine Bay.

(382) From Cape Sedanka, the SE entrance point of Beaver Inlet, the shore trends NW for 1.6 miles to a point marked by a small natural arch and having a chain of rocky islets that extend N about 200 yards. Just W of this point is an open bight, 1 mile wide and 0.4 mile long, which furnishes convenient temporary anchorage in S weather, well out of any swell. Anchor in the middle of the bight about 0.3 mile from shore, with Old Man Rocks showing between the rocky islets off the point to the E, in about 16 fathoms. Smaller boats can move farther into lesser depths near the W end of the bight.

(384) **Udamat Bay** makes into Sedanka Island from Beaver Inlet 5.5 miles SW from Old Man Rocks and just W of **Biorka**, a small native settlement having a conspicuous church. The bay is 1 mile wide to a point 0.8 mile from its head where it narrows to 0.3 mile. A low valley extends SE from the head of the bay to the outer coast. About 1.4 miles S of the E entrance point, a reef makes out 200 yards from the E shore. With this exception the shores are clear, and a depth of 20 fathoms will be found within 250 yards or less of the shore. If necessary to anchor in the bay, the best places are at the head of the bay or just N of the reef, mentioned above, in a small bight indenting the E shore, but there will be scant swinging room. A small rocky patch, covered 15 to 25 fathoms, is 0.4 mile NW from the same reef, and may offer anchorage with more swinging room.

(386) **Amugul Bay** makes S from Beaver Inlet about 3 miles SW of the entrance to Udagak Strait. **Round Island**, 136 feet high, marks the E side of Amugul Bay entrance. The bay affords fair anchorage for medium-sized craft in 22 fathoms, mud bottom, 0.2 mile from the head of the W bight. The S arm affords excellent anchorage for small craft in 10 fathoms, mud bottom, 0.1 mile from the head.

(392) **Agamgik Bay**, indenting the N shore of Beaver Inlet, 5.5 miles SW of its entrance, offers anchorage in good holding ground with fair shelter, except in severe SE weather. The bay is 1.2 miles wide at the entrance. Opposite a small rocky peninsula jutting out from the W side about 1.4 miles from the W entrance point, the width is reduced to 0.4 mile. The anchorage is in this narrow portion in 16 to 20 fathoms. The bay is comparatively free from williwaws.

# Table of Selected Chart Notes

Corrected through NM Feb. 14/04  
Corrected through LNM Jan. 27/04

**HEIGHTS**  
Heights in feet above Mean High Water.

**LOCAL MAGNETIC DISTURBANCE**  
Differences of as much as 4° from the normal variation have been observed on Round Island and as much as 3° on the north shore of Erskine Bay.

For Symbols and Abbreviations see Chart No. 1

**Mercator Projection**  
Scale 1:40,000 at Lat 53° 44'  
**North American Datum of 1983**  
(World Geodetic System 1984)  
**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 9 for important supplemental information.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.075" southward and 6.821" westward to agree with this chart.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Unalaska, AK    WXK-89    162.550 MHz

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**PRINT-ON-DEMAND CHARTS**  
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

The contour lines are hill shapes sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

**UPDATING SERVICE**  
FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**COLREGS, 80.1705 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Udarnat Bay, Sedanka Is.	(53°50'N/166°13'W)	5.1	4.6	1.3	-2.5
Udagak Strait	(53°44'N/166°18'W)	5.5	4.7	1.2	----
Kisselen Bay, Beaver Inlet	(53°43'N/166°34'W)	5.2	4.8	1.3	----

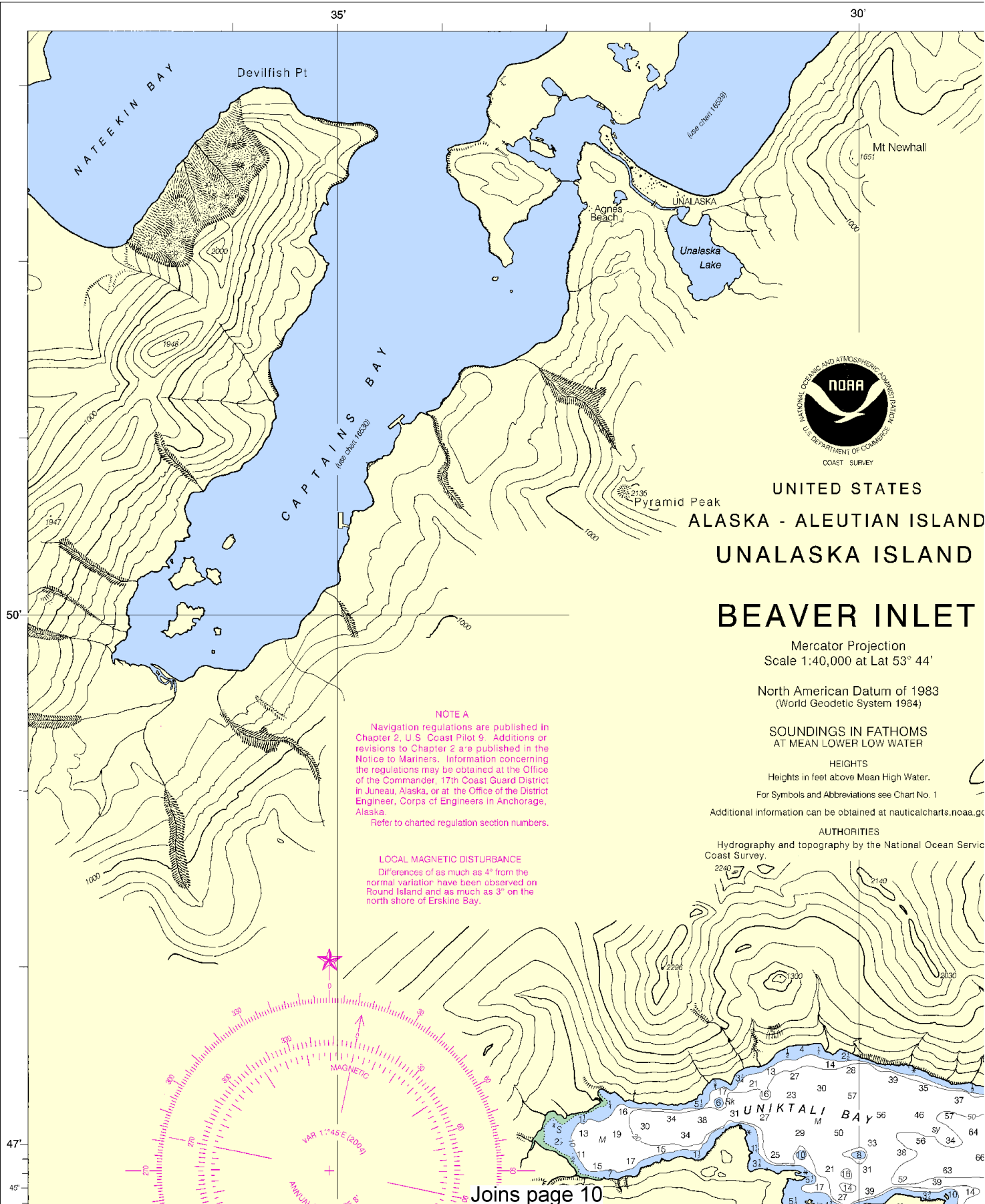
(Dec 2003)



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



## TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
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Udegek Strait	(53°44'N/166°18'W)	5.5	4.7	1.2	----
Kisselen Bay, Beaver Inlet	(53°43'N/166°34'W)	5.2	4.6	1.3	----

(Dec 2003)

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (toll free) or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.075" southward and 6.821" westward to agree with this chart.

The contour lines are hill shapes sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

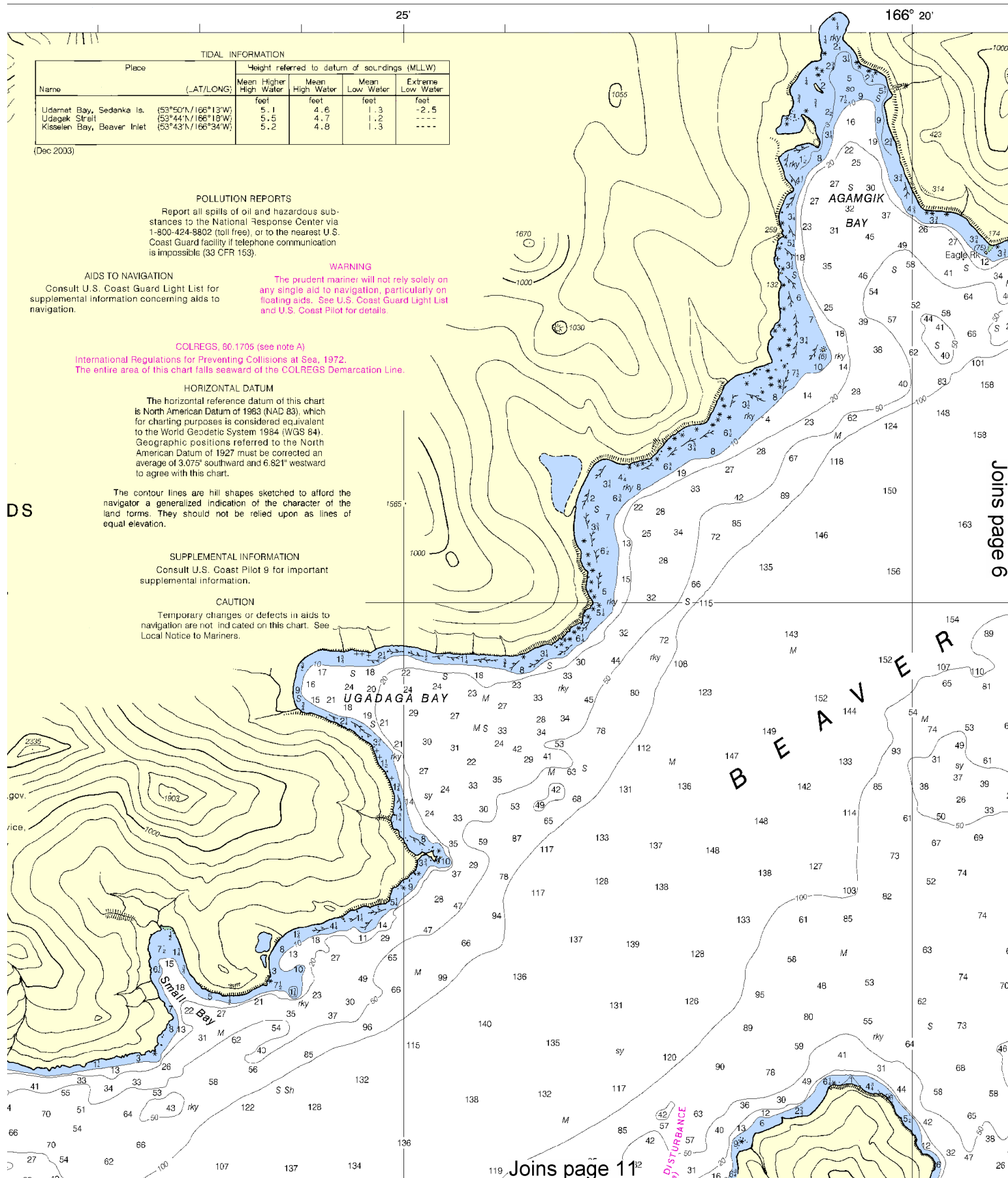
## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

DS



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

25'

166° 20'

Formerly C&amp;GS 9016, 1st Ed., Oct. 1940 KAPP 252

## TIDAL INFORMATION

LAT/LONG:	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
166°13'W	5.1	4.6	1.3	-2.5
166°18'W	5.5	4.7	1.2	----
166°34'W	5.2	4.6	1.3	----

## POLLUTION REPORTS

all spills of oil and hazardous substances should be reported to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is not available (33 CFR 153).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

List for aids to navigation.

REGS, 80.1705 (see Note A)

or Preventing Collisions at Sea, 1972.

It falls seaward of the COLREGS Demarcation Line.

## HORIZONTAL DATUM

Horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for purposes is considered equivalent to the Geodetic System 1984 (GGS 84). Positions referred to the North datum of 1927 must be corrected an 175' southward and 6.821' westward on this chart.

Shaded hill shapes are sketched to afford the best indication of the character of the bottom. They should not be relied upon as lines of demarcation.

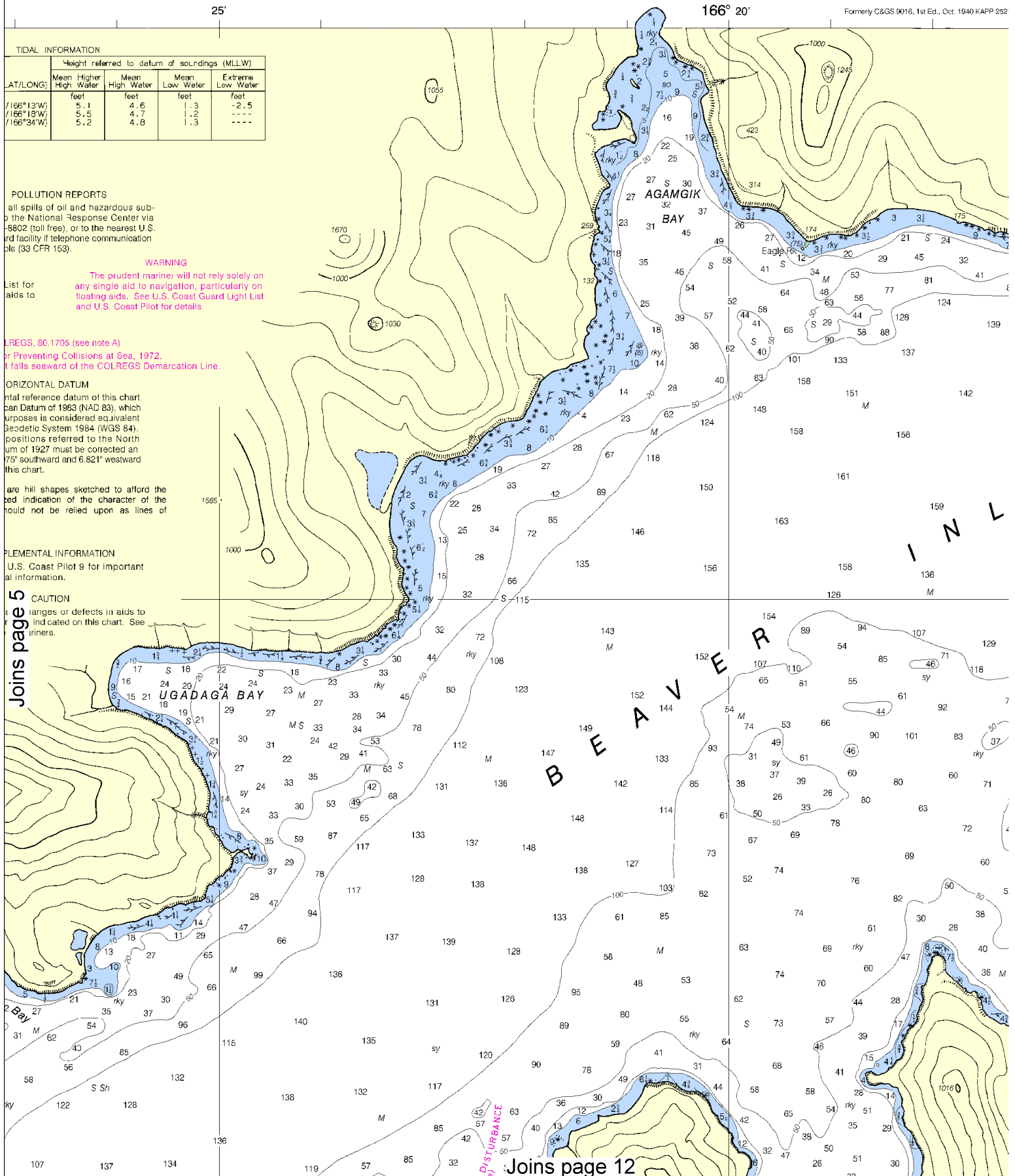
## SUPPLEMENTAL INFORMATION

U.S. Coast Pilot 9 for important additional information.

## CAUTION

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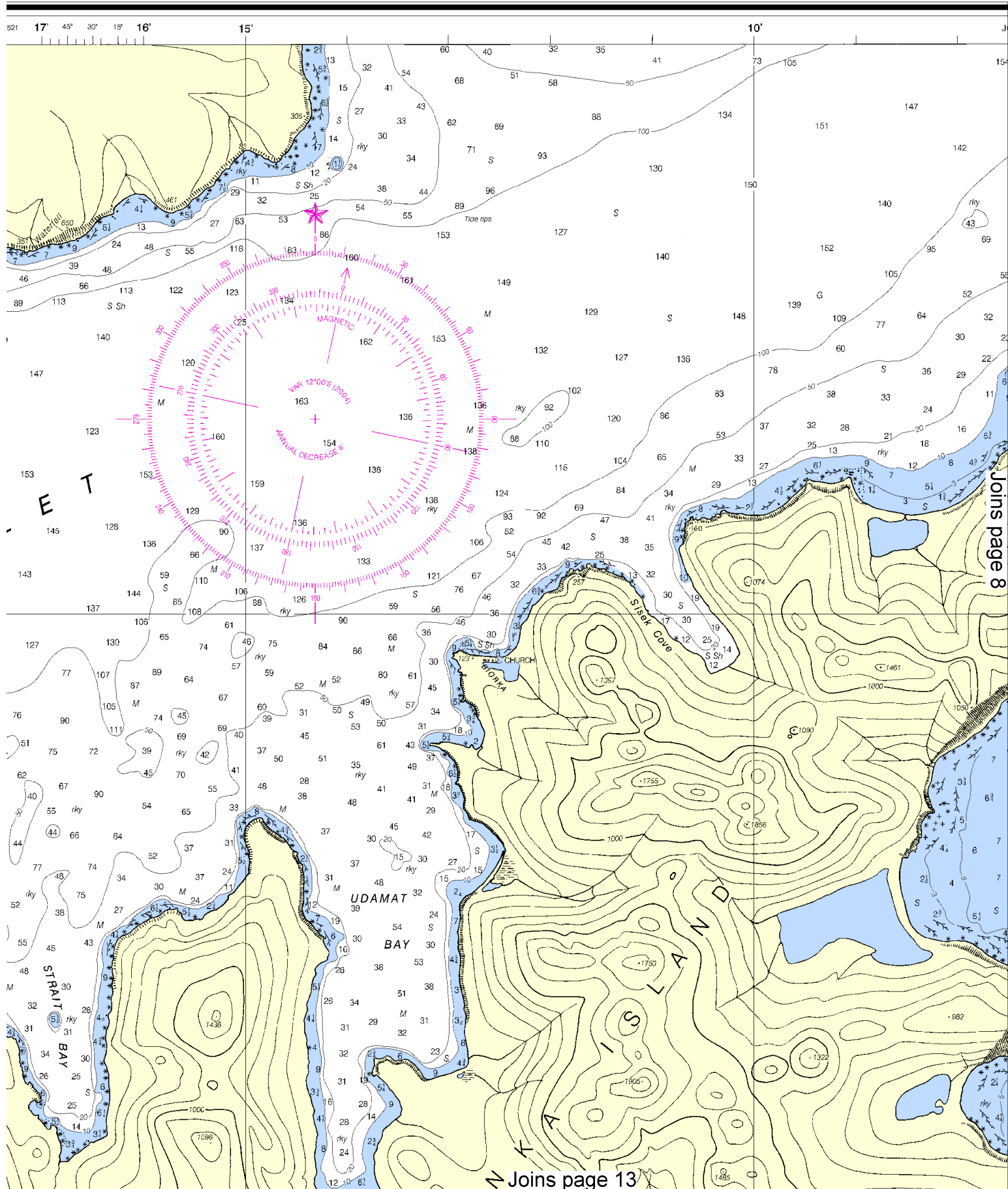


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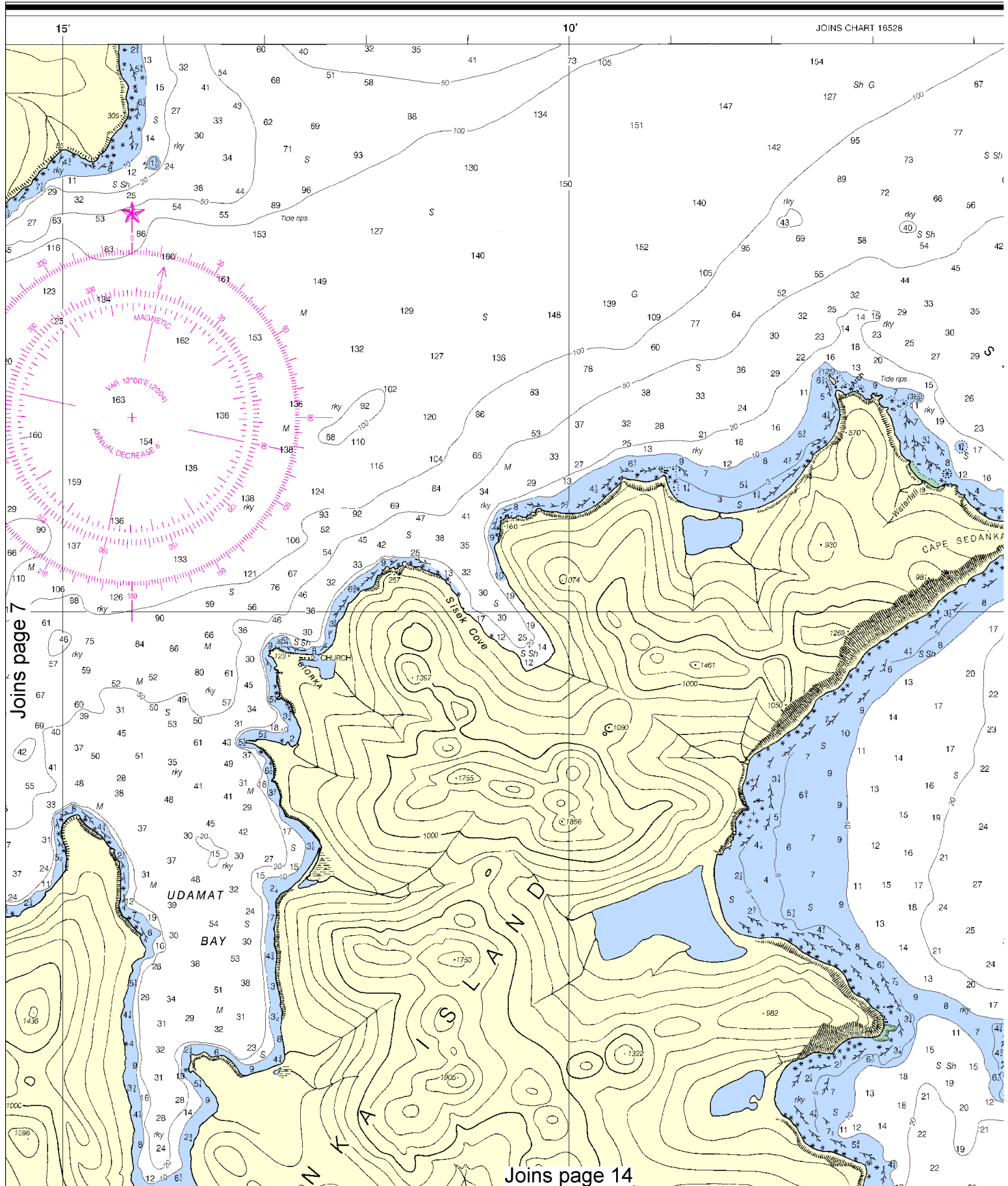
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0910 3/2/2010,  
 NGA Weekly Notice to Mariners: 1110 3/13/2010,  
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



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Joins page 14

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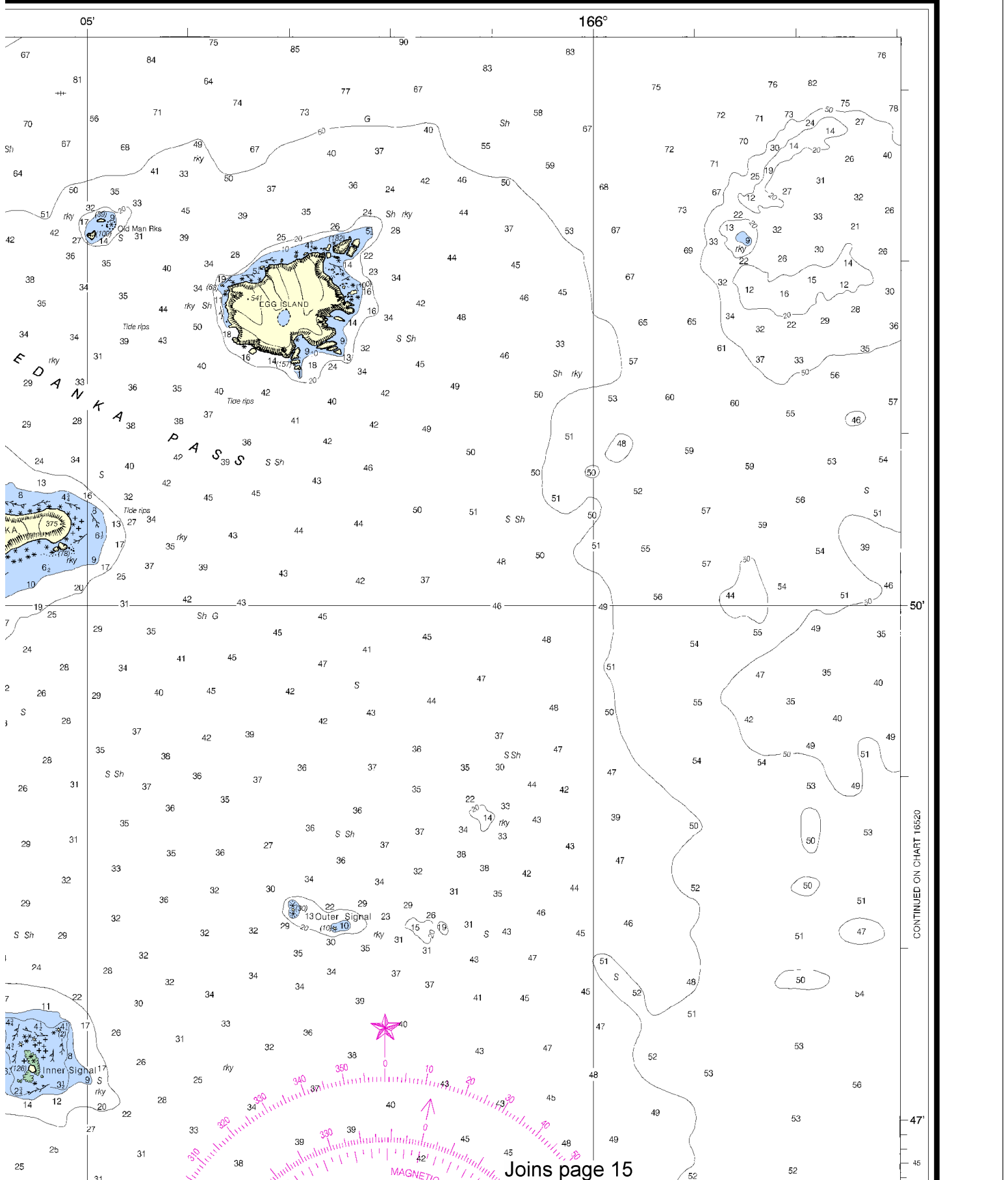


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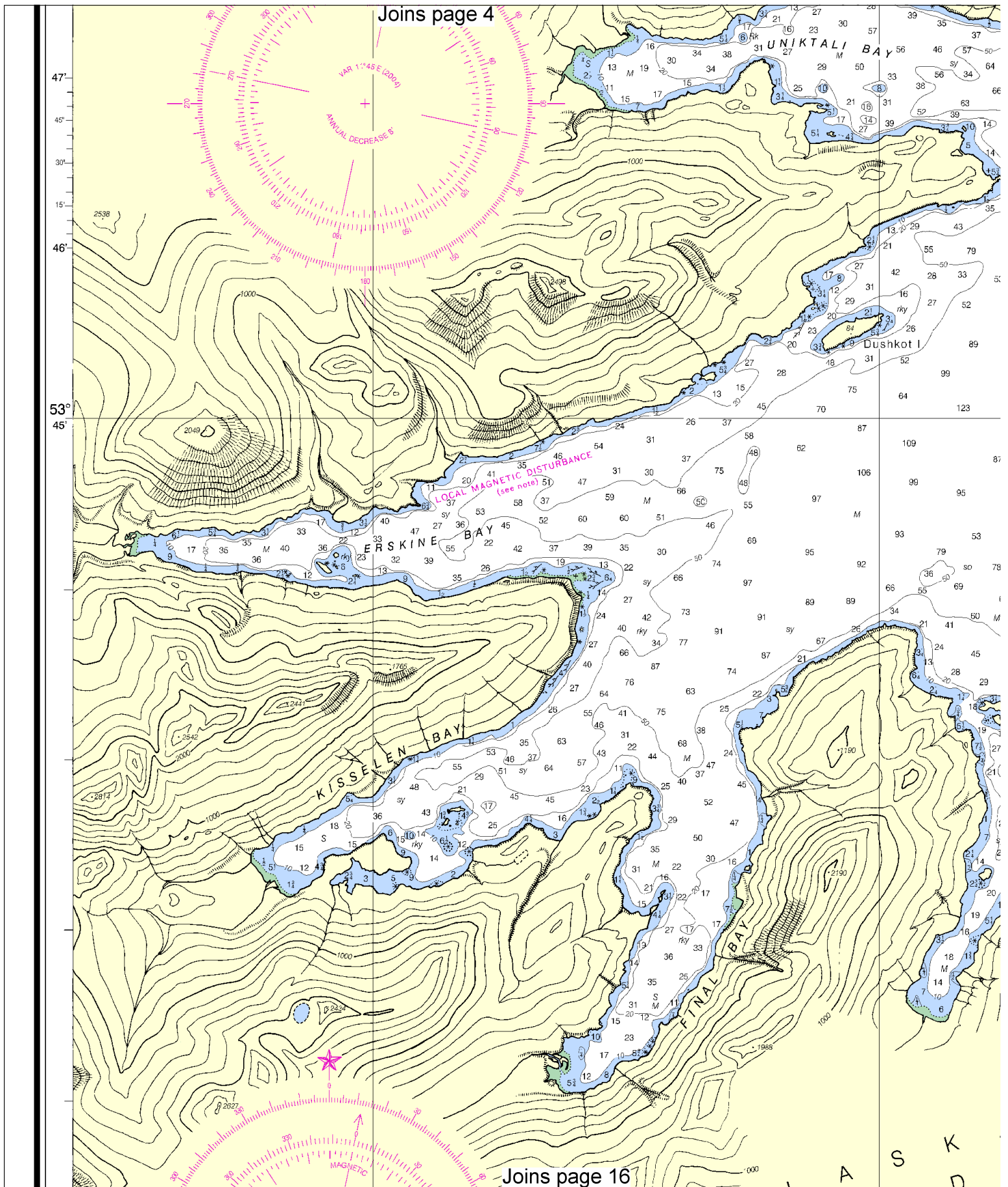
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See Note on page 5.





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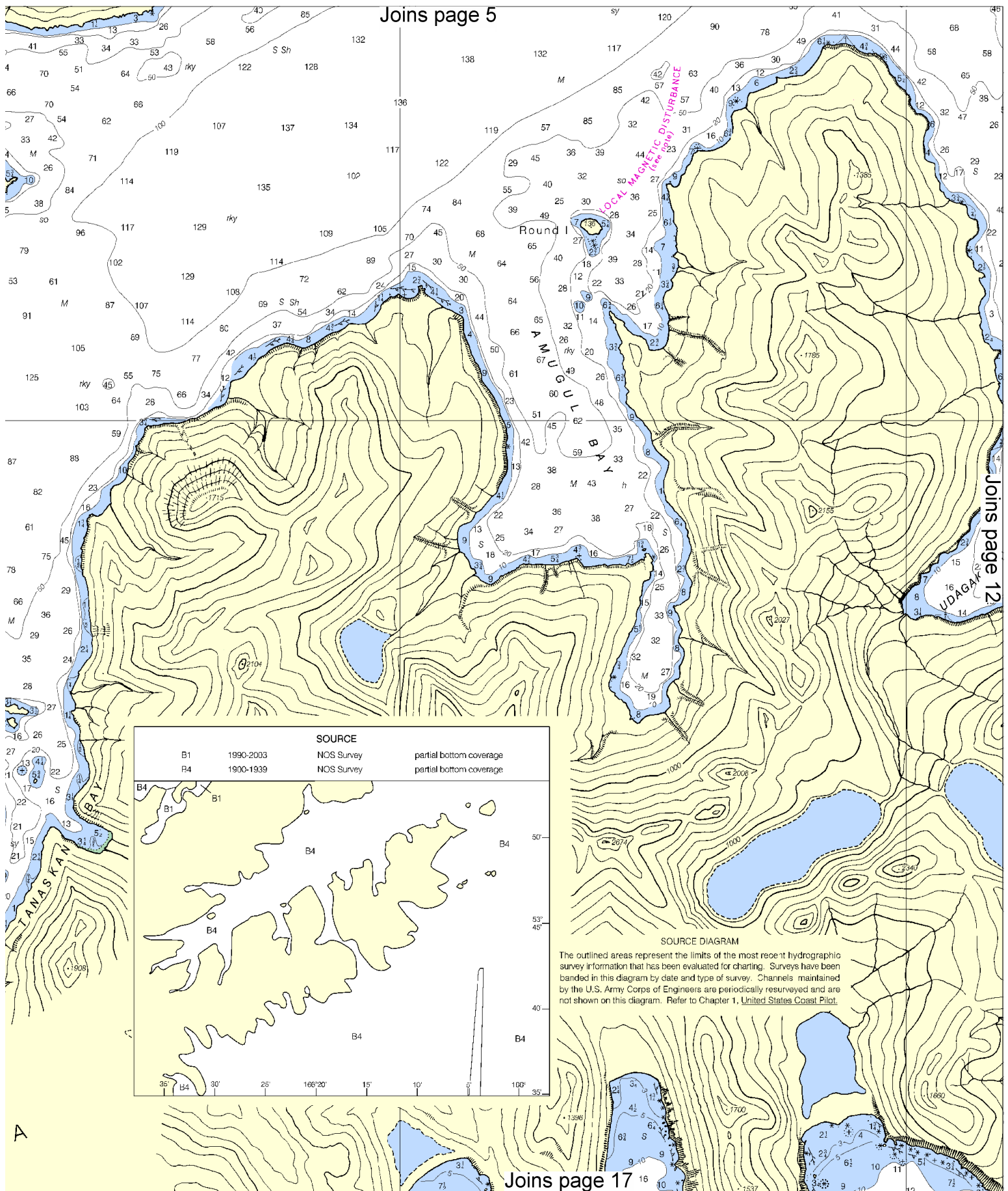


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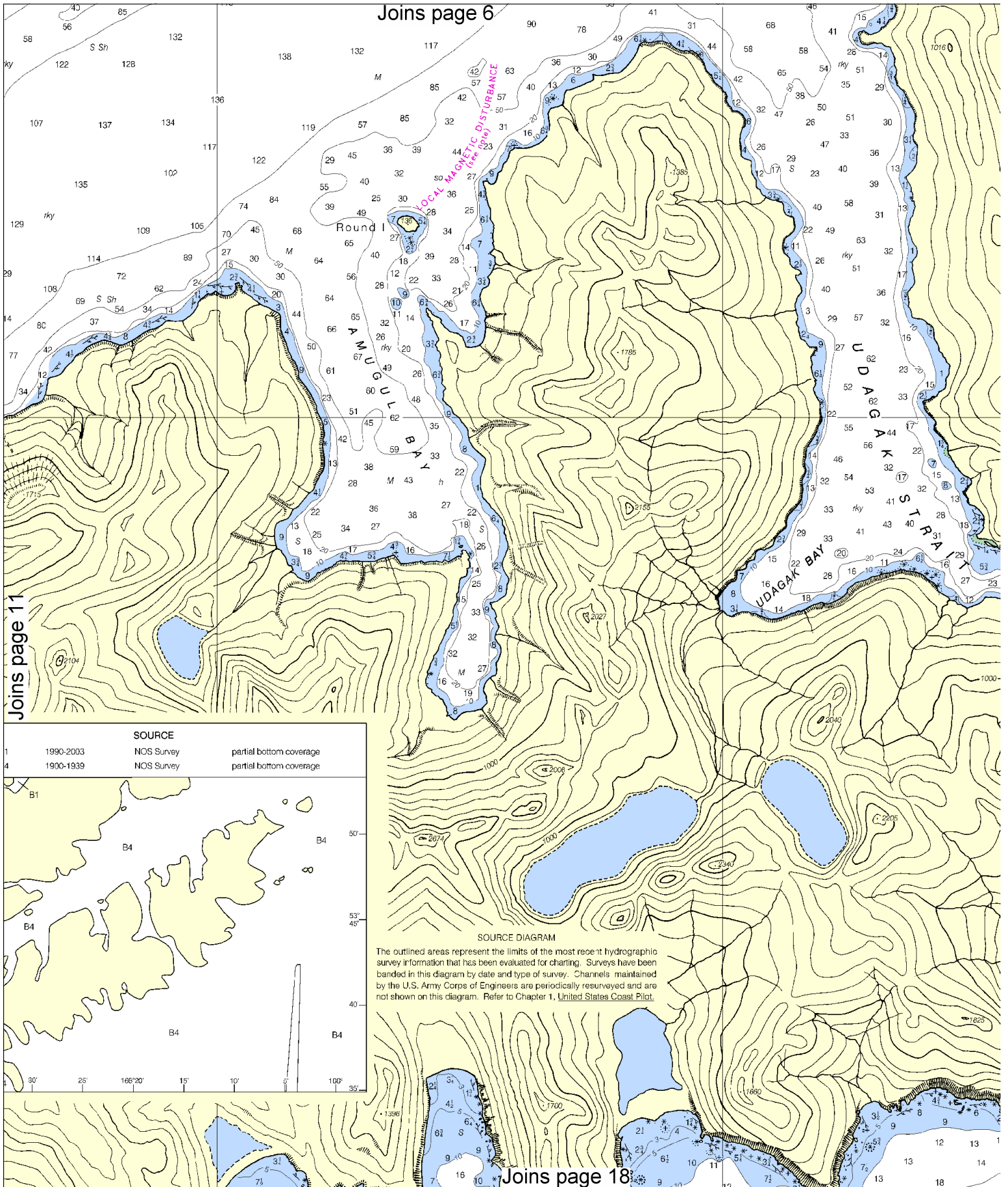
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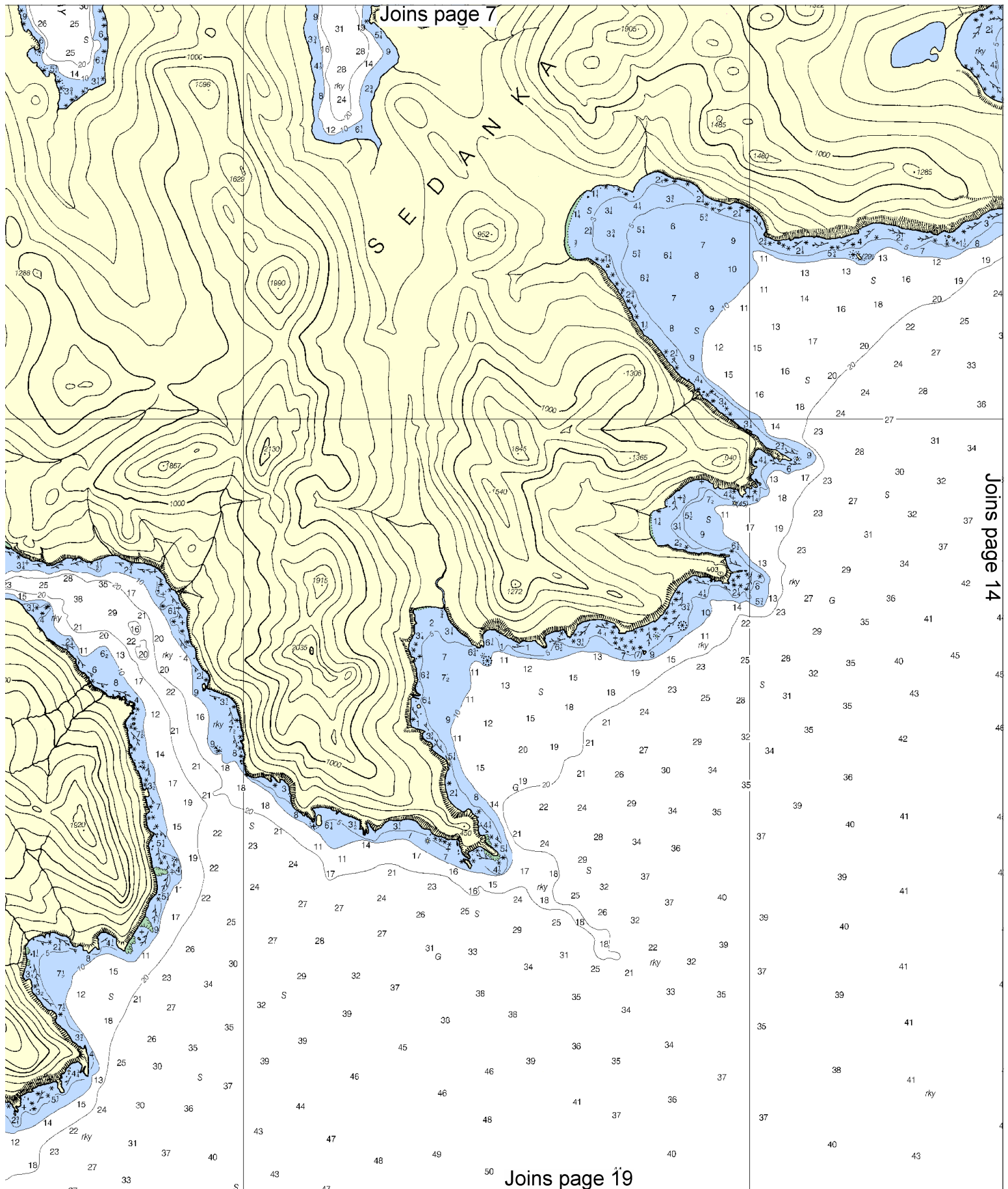


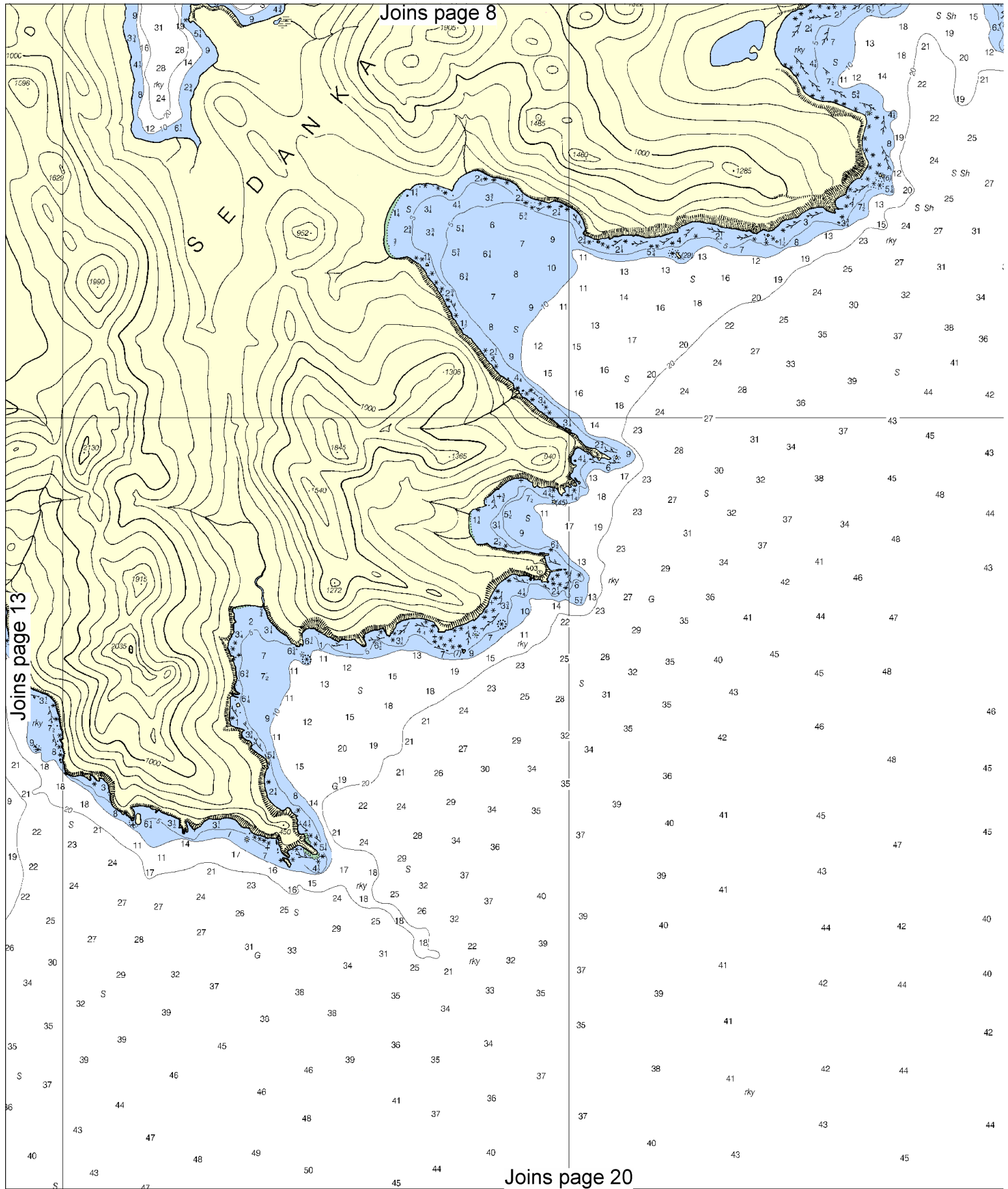


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Joins page 17







14

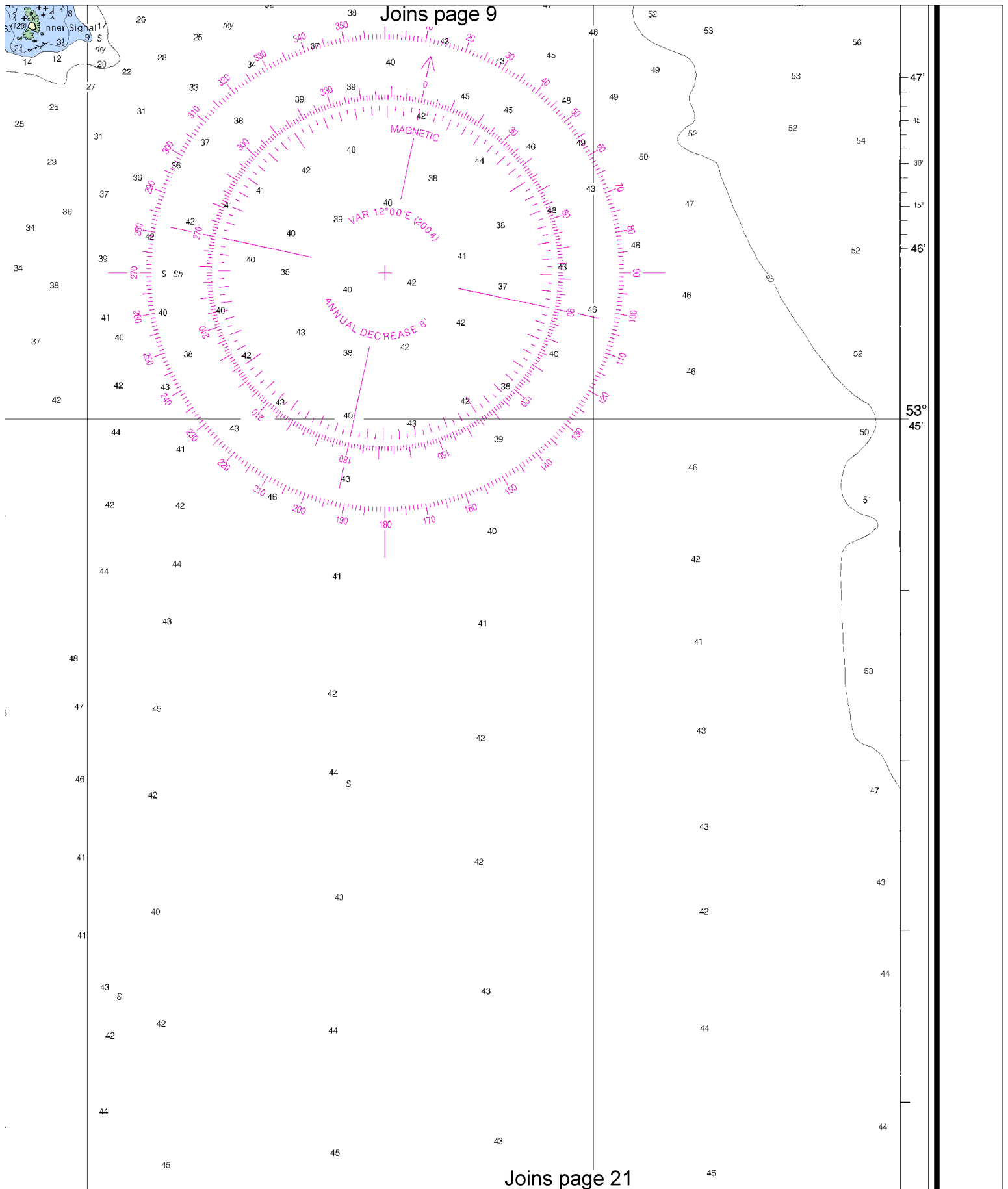


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SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 10

40°

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35°

6th Ed., Feb. /04 ■ Corrected through NM Feb. 14/04  
Corrected through LNM Jan. 27/04

16522

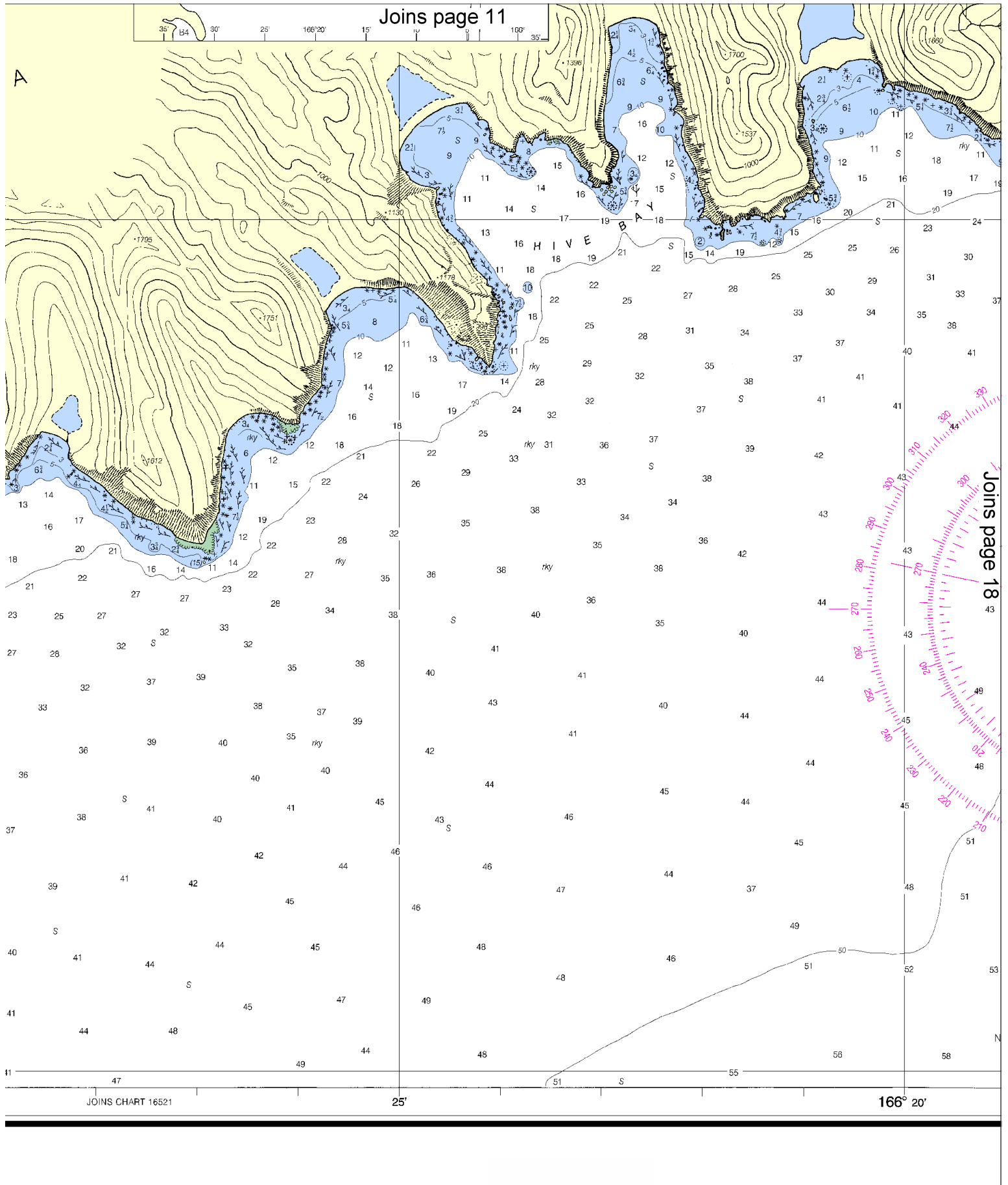


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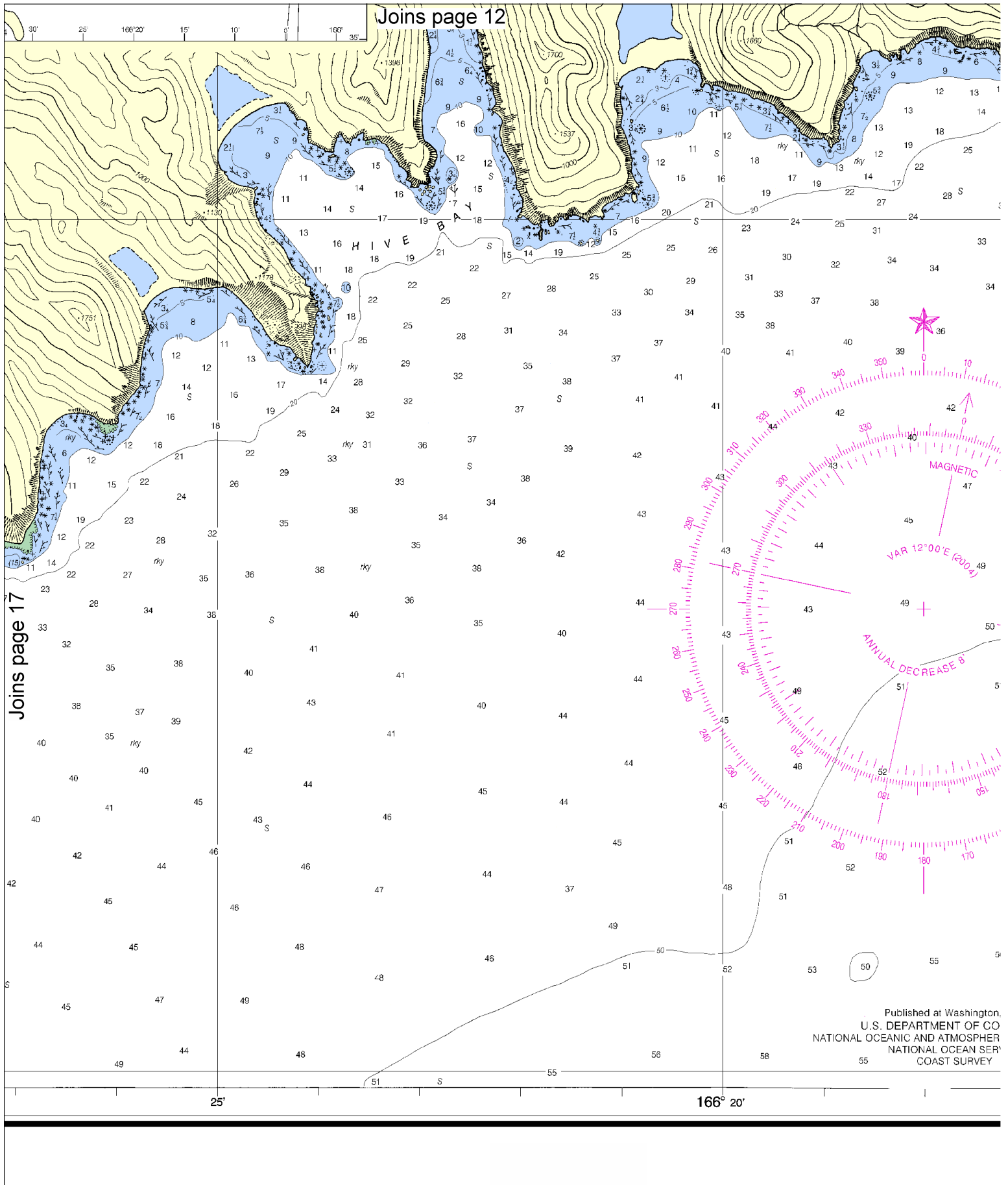
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 12



Joins page 17

Published at Washington,  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC  
ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

18

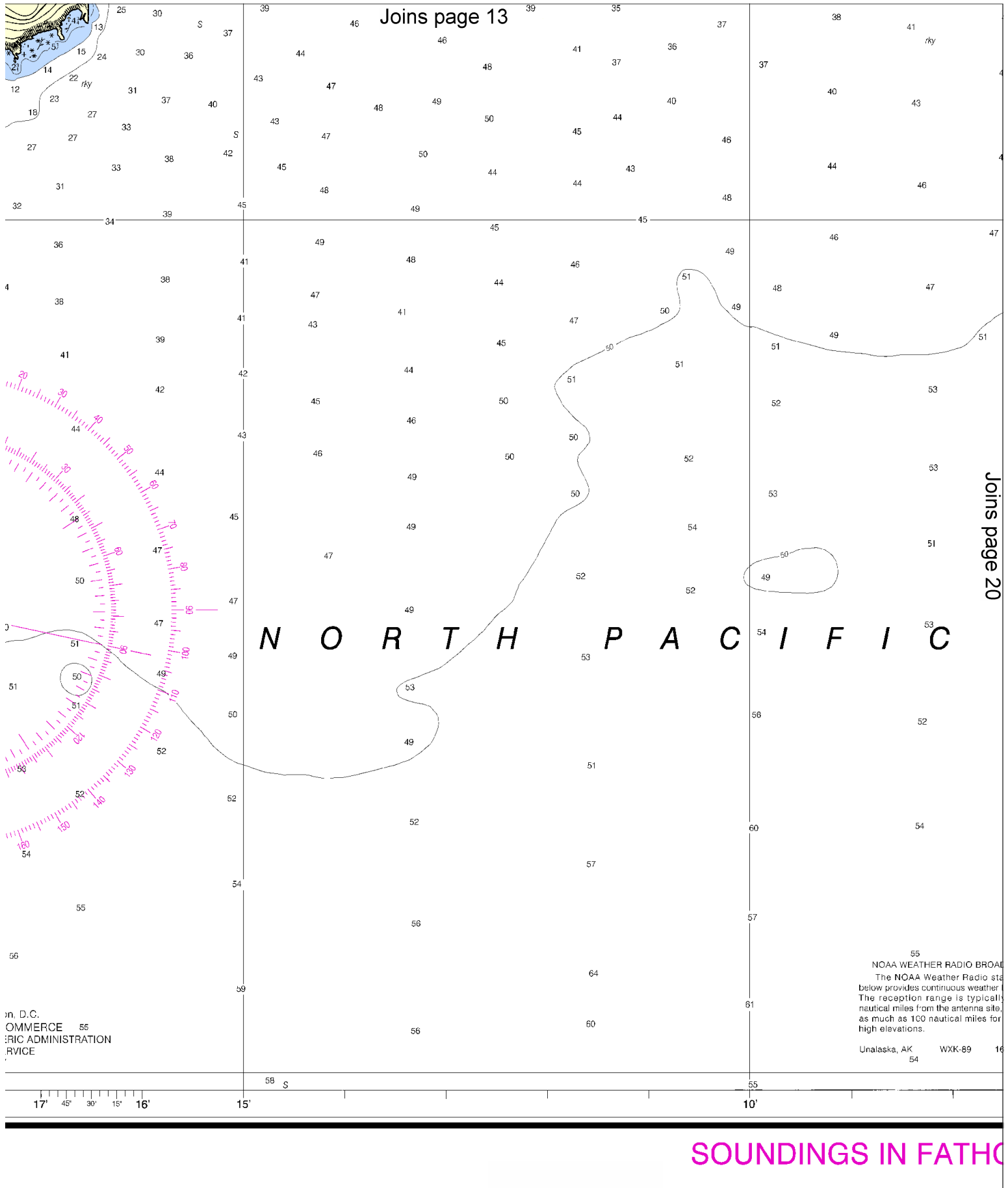


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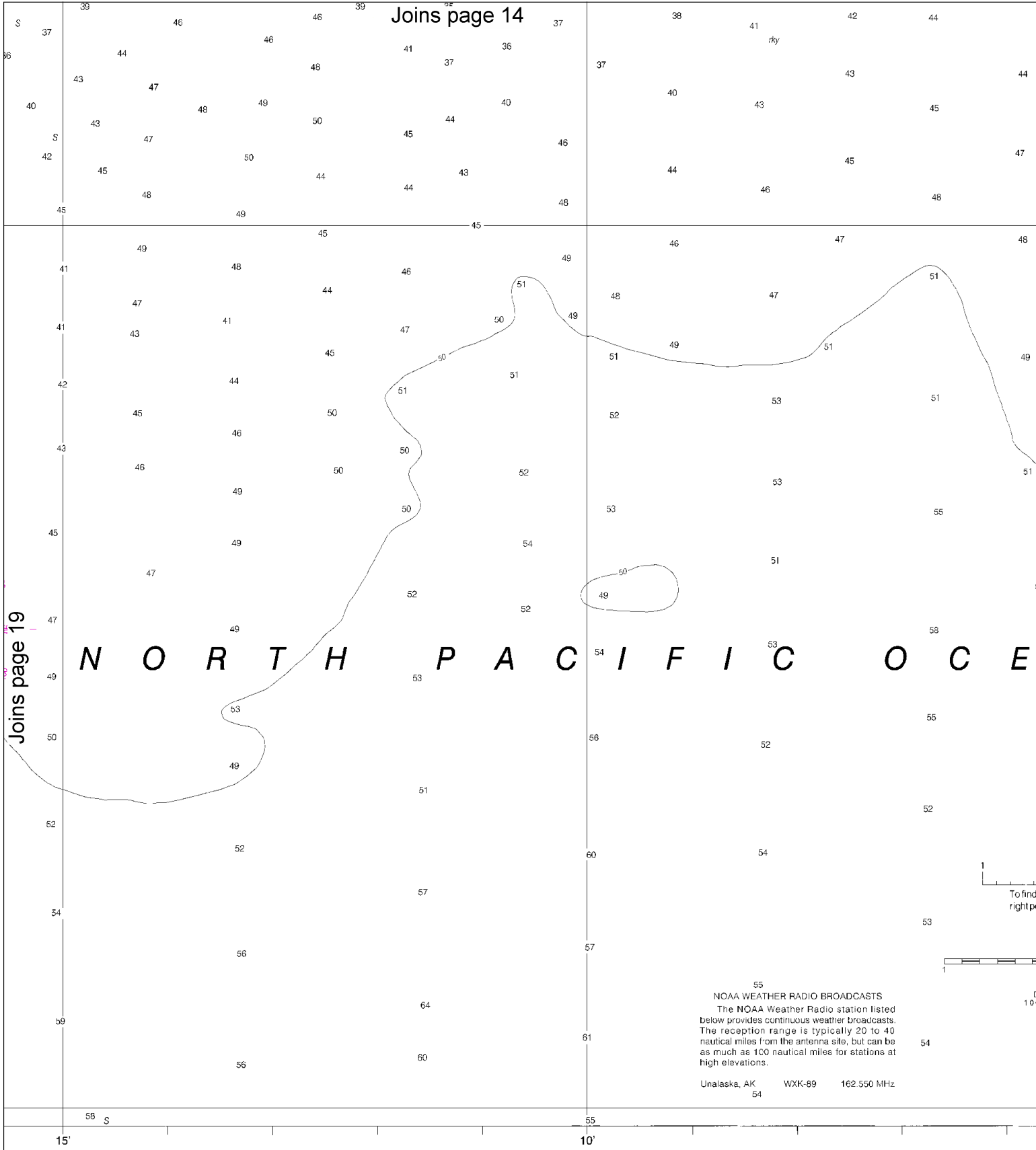
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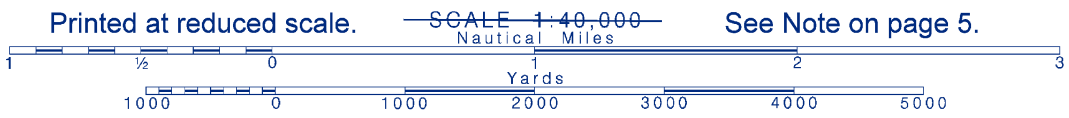


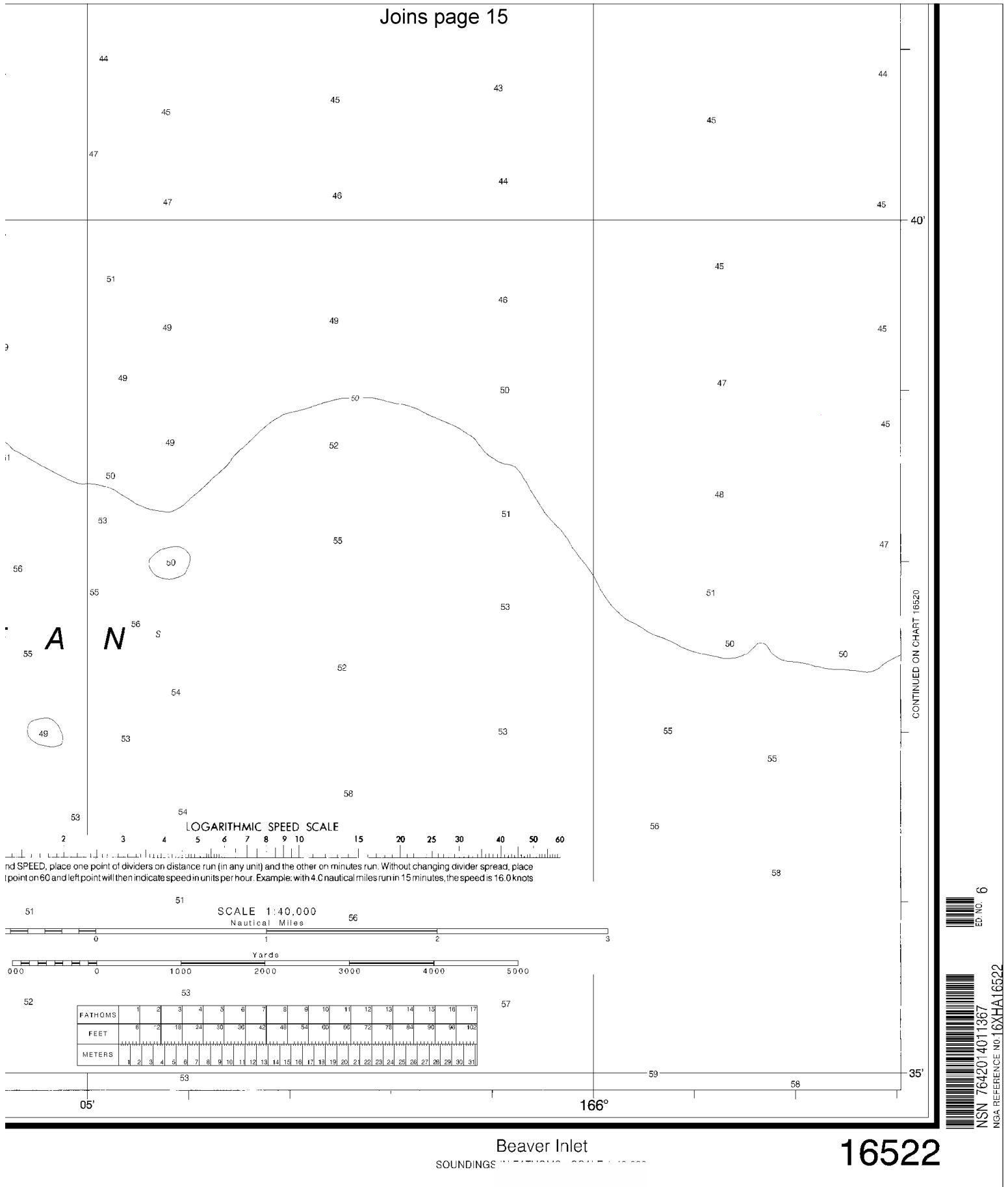


SOUNDINGS IN FATHOMS



SOUNDINGS IN FATHOMS





ED. NO. 6



NSN 7642014011367  
NSA REFERENCE NO. 16XHA16522

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).